1:Stanford U. S-4, 5 1956 AF14 Central China AF14

which 160 bear definite names.[12] 131 133

These islands fall into four groups: (a) the Tung-sha group, also known as Pratus. The main island, Tung-sha (about 2.7 sq. mi. in size), lies only 170 nautical miles southeast of Hong Kong and is a center for commercial fishing; (b) the Hsi-sha group, also known as Paracel, about 144 miles from the island of Hainan. The largest island in this group is Yung-hsing (0.7 sq. mi.); (c) the chung-sha group to the east of the Hsi-sha, which is hardly more than a cluster of submerged shoals; (d) the Nan-sha group, the most extensive of the four, some of its far-flung rocks only 434 miles from the Chung-sha. Of this last group, the largest is T'ai-p'ing Island (0.044 sq. mi.), but prime importance should be attached to Nan-wei Island, which could be developed as a strategic harbor. Rich phosphorous resources and marine products are common features of these islands.[13] [135]

The ambiguous status of these islands is indicated by the fact that for centuries the Chung-sha (Central Sand) group was known to the Chinese as Nan-sha (Southern Sand), while the present Nan-sha had borne the designation of T'uan-sha (Mass of Sand). Apparently the Chinese considered the Chung-sha group the southernmost territory and were not very much concerned with jurisdiction over T'uan-sha. The 1951 Japanese Peace Treaty, to which Communist China was not a party, stipulates that Japan forfeits her claim over these islands, but fails to specify under which country their adminstra- 648

12. Hsü Chün-ming, op. cit., pp. 9-10.

13. Ibid., pp. 9-12.

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tion is to fall. Although this treaty does not help to clarify the situation, the Peking regime continues to insist on its rights to the islands on the basis of their historic affiliation with China, dating back some four hundred years to the Ming Dynasty. Some proponents of this claim go so far as to cite the records of the Sung Dynasty (A. D. 960-1279) to support their argument.[14]

II. CLIMATE

The climate of this region is more affected by its topographical features than by its latitude. The latitude is a major weather determinant only at the northernmost and southernmost ends.

In the summertime the Fu-niu Mountain area in the northwest is pleasantly cool, but in the heart of the eastern Honan plain the mercury rises to an average of 29°C. (84° F.), or higher. The bulk of the average annual precipitation of 500-800 millimeters (16-32 in.) falls in July-August. In western Hupeh Province the average summer temperature on the mountains holds at 25° C. (78°F.) level. In summer high humidity and sultry heat are common in the lowland area along the Yangtze and Han rivers; of an average annual rainfall of 1,200 millimeters (48 in.), over 400 millimeters (16.5 in.) is measured in June alone. In late spring the Mei rain, or "plum rain," drenches Hupeh Province. The Hsüeh-feng (Snow Summit) Mountain in western Hunan is not a cold area despite its chilly name. On the east side of Hunan Province the climate resembles that of Central China or the Yangtze Valley; the maximum rain-

14. Ibid., p. 10.

M /30 cont./
133 In the region where the rivers flow down, the hills are less steep than in the plateau area. Both sides of the rivers can be made into terraced fields, and the water from the rivers used
M for irrigation. Further, the rivers are navigable by small craft,
[487] thus making communication relatively easier, and the Chinese have migrated here.

M
131 The two regions referred to above can be demarcated by
648 the ruins of the boundary wall erected under the Ming dynasty.
C Miao Fang-pei Lan, Shu Wang Lu /Detailed Old Records from the M.F.L./, states: "In the forty-third year of the Wan Li
712 reign period (1615 A.D.) the Ping-pei Ts'an-cheng /Administra-
●648 tive Officer of Military Preparedness/ at Ch'en and Yüan rivers,
563 Ts'ai Fu-i, reported that because the garrison outposts were so scattered and the Miao roads so rugged, it was difficult to defend against Miao incursions. He requested the appropriation of some 40,000 in gold currency for the erection of an earth wall, from T'ung-jen down to Pao-ch'ing, winding along the mountains and the streams for more than 300 li. Thus the border was made relatively secure. Again, during the second year of T'ien Chi (1622 A.D.), the assistant commissioner of the circuit of the garrison at Ch'en and Yüan rivers, Hu I-hung ordered Teng Tsu-yü, a guerrila commander, to add another 60 li of wall from Chen-ch'i-so to Hsi-ch'üeh-ying." The ruins of this wall start from Wang-hui-ying and T'ing-tzu-kuan in the southeast corner of the Miao area and proceeds northeast, ending at Hsi-ch'üeh-ying, dividing the Miao area into the southeast and the northwest regions. The building of the boundary wall under the Ming dynasty was not intentionally based on the topography but rather in accordance with the limits of Chinese colonization in the Miao area. The Chinese first occupied the region where the rivers flowed down in the southeast, and the Miao retreated to the La-erh plateau, defending themselves behind its natural advantages. The Chinese and the Miao were already divided
M according to topography (Illus. 2, 8) some 300 years ago. The
131 frontier wall of that time, although serving as a boundary line
648 between the Chinese and the Miao, became at the same time a

1/n [see cat. 116, pp48c and 56a - ANALYST]

C M 487 [505] [502] C M [505] C M 501 C M [505] C 491 [563] [648] M [487]

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/44 cont./

about 97 li away. When the water rises in the summer, the river is navigable by small crafts to Yen-men and Shin-yang-shao. The total cargo weight of a boat cannot exceed a few shih, and the boat has to be towed or lifted by boatmen wading through the sand and rocks. Although the distance is short, the voyage is very strenuous.

The 270 li of the Yu Chiang from Yüan-ling to Pao-ching is navigable by small craft, carrying cargo not over several shih in weight, and covering only about a dozen li per day. From Pao-ching the river empties into the Sung-t'ao Ho, and when the water rises in the summer, light boats can go as far as Hua-yüan and Mi-no at Yung-sui, and may even be able to reach the city of Sung-t'ao.

The boat used in the Miao area generally measures nine kung ch'ih in length, divided into seven holds, the middle hold being the widest, about one kung ch'ih in width (Illus. 18, 19). The oar, the paddle, the pole, the mast, and other attachments of the boat are not different from those seen elsewhere, except that at the bow there is a long paddle about six kung ch'ih long, which is used for coming down the sandbanks. Traveling upstream offers the greatest difficulty. Every time a sandbank is crossed, the boat has to be poled, lifted, towed, or pushed by several dozen men. Their chanting is as loud as the angry waves.

From the middle of the Ming period up to the beginning of the Ch'ing period, soldiers were sent into the Miao area. The most important duty of the military garrisons was to keep the communication lines open for troops and food supplies. So the construction of roads and bridges in the area appears monumental. There are four kinds of land routes: the main road connecting Yunnan with Kweichow is the official road; the roads connecting the various military posts are military roads; the roads traversed by the Chinese people are civilian roads; and the small winding paths leading to Miao settlements are Miao roads. Taking Feng-huang as the center, the official road leads